

INVESTIGATED IN 1888.
AVOID RECENT IMITATIONS!

SOUTHLAND'S MOSQUITO CONES.

Fatal to Insects, harmless to man & life.
One burnt in the brazier for few minutes
before retiring will ensure perfect rest and un-
disturbed sleep.

Manufactured only by
SOUTHLAND BROS. & DARCLAY,
BIRMINGHAM, ENGLAND,
Sold in boxes of 24. Cones by all Chemists and
Stationers.

A. S. WATSON & CO.,
HONGKONG, SHANGHAI, and TIENTSI, CHINA.

HONGKONG, SHANGHAI, and TIENTSI, CHINA.

No. 11032

星期二十一

日六十二四四九十九

HONGKONG, SATURDAY, JUNE 10th, 1893.

六月十

星期一

NOTICE

Communications respecting Advertisements, Sub-
scriptions, Publishing, &c., should be addressed to
"The Manager," only, and special business matters
should be referred to him. All communications
which are not enclosed for a fixed period will be forwarded until
countermanded.

Orders for extra copies of the *Daily Press*, should
be sent to the Manager, at the office on the day of publication.
After that hour the supply is limited.

Teleg. Address: "Press,"
P.O. Box 30. Telephone No. 12.

NEW ADVERTISEMENTS.

WAR DEPARTMENT CONTRACT.

NOTICE TO BUILDERS AND
CONTRACTORS.

TENDERS are required for the Execution in
by Measurement of WORK required in
STRENGTHENING DEFENCES" at
LYMPHORD PASS.

The Contract is to be based on the War Depart-
ment Schedule of Prices in use in the Hong-
kong District.

The printed Schedules, with Terms of Con-
tract and Forms of Tender, and any other in-
formation necessary, can be obtained on applica-
tion to the STEPHENSON, ROYAL ENGINEERS
Office, Queen's Road, between the hours of
10 A.M. and 4 P.M. daily.

A sum of \$175 will be charged for each copy
of the Schedule, which amount will be repaid to
Contractors on returning the Schedules clean
and unruined to the R.E. within one month of
the date of issue.

To tenders to be addressed to the D.A.C.B.G.
HEAD QUARTERS, QUEEN'S ROAD, and
devised before 12 o'clock noon, on SATUR-
DAY, the 17th instant, and marked on the out-
side of the Envelope—"Tender for work at
Lympshord Pass."

The Secretary of State for War does not bind
himself to accept the lowest or my Tender.

W. H. MULLOLY,

Colonel on the Staff,
Commanding Royal Engineers,
Hongkong, 6th June, 1893.

11320

PUBLIC AUCTION.

TO PROFESSIONAL PHOTO-
GRAPHERS.

THE Undersigned has received instructions
to sell by

PUBLIC AUCTION,

on WEDNESDAY, the 14th JUNE, 1893,

at his SALES ROOM, QUEEN'S ROAD,

VALUABLE PHOTOGRAPHIC STUDIO

PLANT.

Consisting of

LARGE CAMERAS with Lenses

by WIGHTMANS & SON, DALLMETER
AND GIBSON & CO.

One Large and ENLARGING APPA-

RATUS with all Attachments Complete;

suitable for making large Crayon Portraits on

Plain Paper or can be used for Bronzite.

Also:

PRINTING PRESSES, DEVELOPING

DISHES, and a quantity of other PROFE-
SSIONAL PHOTOGRAPHIC REQUI-
REMENTS.

TERMS OF SALE—As customary.

J. M. ARMSTRONG.

Auctioneer.

Hongkong, 10th June, 1893.

11322

PERSEVERANCE LODGE OF HONG-

KONG NO. 1,165, E.C.

A REGULAR MEETING of the above

Lodge will be held at the PREZEE-
SON HALL, on FRIDAY, the 16th inst., at 9

P.M. precisely. Visiting Brethren are cordially
invited.

Hongkong, 10th June, 1893.

11323

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW, AMoy, and FOOCHOW.

THE Company's Steamship

"HATTAN"

Captain Goddard, will be despatched for the

above Ports on MONDAY, the 12th instant, at

Noon.

For Freight or passage apply to

DOUGLAS LAPRAIK & Co.,

General Managers.

Hongkong, 9th June, 1893.

11324

AUSTRIAN LLOYD'S STEAM NAVI-
GATION COMPANY

(UNDER MAIL CONTRACT WITH THE
AUSTRIAN GOVERNMENT).

STEAM TO SHANGHAI AND KOBE,
THE Company's Steamship.

"VINDABONA"

Captain P. Mers, will leave for the above places

on THURSDAY, the 13th inst., at DAYLIGHT.

For Freight or Passage, apply to

DAVID SASSEN, SONS & CO.,

Agents.

Hongkong, 10th June, 1893.

11325

AUSTRIAN LLOYD'S STEAM NAVI-
GATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE PORT SAID, SUEZ,
JEDDAH, SUAKIM, MASSAWAH,
HOODNA, ADEN, BOMBAY, CO-
LONBO, PENANG, and SINGAPORE.

THE Steamship

"VINDBONA"

having arrived, Consignees of Cargo are hereby

informed that their Goods, with the exception

of Oil, are being landed at their risk into

the Godowns and all claims must be

sent in to the Underwriters before Noon on the

16th inst. that will not be recognized.

This vessel brings on Cargo—

From Venice, ex S.S. *Carlotto*, transhipped at

Bomby.

From Calcutta, ex S.S. *Nobis*, transhipped at

Colombo.

To Trieste, ex S.S. *Imperial*, transhipped at

Bombay.

Optional Cargo will go on to Shanghai unless

notice to the contrary be given before 4 P.M.

To-day.

No Claims will be admitted after the Goods

have left the Godowns, and all claims must be

sent in to the Underwriters before Noon on the

16th inst. that will not be recognized.

No Proximate Bills of Lading will be issued, and

Goods remaining in the Godowns after the

16th inst. will be subject to rent.

Bills of Lading will be countersigned by

DAVID SASSEN, SONS & CO.,

Agents.

Hongkong, 9th June, 1893.

11326

NOTICE OF REMOVAL.

THE OFFICE of the Undersigned has this

day been REMOVED to First Floor,

Rooms 18 to 21, in the Old Part of the HONG-

KONG HOTEL, facing Queen's Road.

Hongkong, 31st May, 1893.

11327

CONSULADO DE ESPANA.

NOTICE is hereby given that under the

Royal Order of 10th March, 1893, the

Form of CONSULAR INVOICE has been

Changed. Particulars can be furnished on ap-

plication at this office.

P. ORTIZ DU ZUZASTI,

Counsel for Spain.

Hongkong, 3rd June, 1893.

11328

Hong Kong Daily Press

ESTABLISHED 1857.

PRICE \$2½ PER MONTH.

PIECE A LUSIN

PARISIAN ACTORS
from every flower that breathes a fragrance.

SWEET SCENTS

LOXOTIS OPONONAX
FRANGIPANNI PSIDIUM.

May be obtained of any Chemist or Perfumer.

2, NEW BOND STREET, LONDON.

Beware of spurious imitations.

PRICE \$2½ PER MONTH.

NOTICE

ADVERTISING.

JUN 8. NINGPO, German steamer, 762 Th.

Lohman, Canton 9th June, General—

SIEGEN & Co.

JUN 9. FUJIEN, Chinese str., 1,500 Stewart,

Stewart, 9th June, General—C. M. S.

M. Co.

JUN 9. EAST, N. British steamer, 1,182 F. D.

Goddard, Foochow 6th June, Amoy 18th

and Swatow 8th. Tea and Sundries—

DOUGLAS LIAFAK & Co.

JUN 9. CHONGMING, British str., 300, Robert

C. D. Bradley, Shanghai 10th June, Wai-

ting, 11th June, General—JACK

DINE, MATHEISON & Co.

JUN 9. CINNABAR, Danish bark, 1,182 H. Peter-

sen, New York 29th Dec., Kororine—

ORDER

JUN 9. MONGKOK, British str., 850, O'Stewart,

Bangkok 31st June, and Tientsin 1st July.

JUN 9. HAIPONG, French steamer, 784, H.

Galliot, Haiphong, 7th June, General—

MESSENGERS MARITIMES.

JUN 9. JAVA, British str., 2,623 F. R. Tidwell,

Shanghai 6th June, and Amoy 8th, Gene-

ral—P. & O. N. Co.

NOTICE

AT THE HARBOUR MASTERS OFFICE.

MOUENFUL MELBOURNE.

An "Old Colonist" writes in a contemporary:—
A few weeks' leisure in and about Melbourne gave me the much desired opportunity of visiting the city, and the more I see, the more I marvel. There is something so inconsistent, so improvident, so reckless in the get-up of the stupendous erection that one looks dumbfounded at the great parish buildings so much out of keeping with their mean surroundings—the waste of cost, the want of taste, and the want of economy he has had to pay. The artistic sense of the people has been primarily to blazon for this. The Victorians are not a leasy people by any means, but their energy moves in a wrong groove and runs to waste. What for instance would any financial firm think if after advancing a planter or agriculturist the man was open and bold enough to say, "I have no money?" and when his family were not employed there, their energies were diverted between cricket and football? And finally, financing up his credit by building a pretentious place from which he looks down with disdain upon anything in the shape of humbler dwellings as though they were not exceptions only fit for Chinamen. This is subjection—Melbourne all over, and one does not know whether most to marvel at the want of honour in horribilis, or the want of taste in spending. If the energy spent on sports was their surplus energy merely, and the money spent on stone walls was spent on art, and so on, we could all understand, but in this case "sport" is the sum and substance of their lives. The whole energy of body and mind is devoted to it, and the money in the savings of frugal Britons who have been swindled out of it by a "confidence trick" unseated "Banking".

I was standing in Collins St., on Easter eve, looking in through the glass partition of a palatial office of one of the institutions—just receiving its finishing touches—a place which eclipses and overtops all other edifices of the kind ever in Melbourne. At the base a huge monolithic stone conspicuously commemorates the Alderman who laid it, while a flag proudly fluttered from the top.

"But where will you occupy it?" whispered a thoughtful Soot at my elbow. I looked round at him in surprise. "Do you know what that building cost?" asked my friend? "No. May be \$10,000." I heard. "Yes \$250,000, and this is only a quarter of the amount borrowed from Stockholders—the rest being lent to us by the Bankers."

The question was followed by a long silence, but it was satisfactory to feel that Australia at least had three Banks of undiminished substance.

Nothing ever written on the subject of remarkable reverses of fortune could surpass the painful experience of many now in Melbourne. My own limited observations bring to view some of the cases I can assure you actual. Mr. L. L. L. is a well known man, and had a stipend of their income and placed in a charitable institution, wealthy gentlemen of 5 years ago living in luxurious style now paupers here.

I will only give two examples:—

Mr. W. C. was four years ago enjoying his well paid office, and, in a spacious bungalow, a quiet life. A retired banker of considerable position nothing could move more certain his name seemed so far and his surroundings so charming that I could not help contrasting his fate with that of his brother, a struggling planter in Ceylon. But this retired banker had only son, the hope and pride of his parents—who on moving to Australia, getting into a poor man's office, had not only lost his place, but with ordinary prospect, the young man joined a much promising land-hunting Syndicate with the usual result.

The crash came, and now the father was involved as a security, and now I find him a poor disconsolate old man, glad to act as a door-keeper and messenger to the very home into which he helped his son to become a partner.

Mr. A. was a well known man, the owner of 40 houses, over the rents of which he lived in comfort and saved money, he then prided himself on his own little debts—never had a mortgage, never an overdraft in his life. A quiet, frugal unsuspicious man was good decent.

A day in sunbathing along Collins Street, and a week later he had only a few coins left, had got mixed up with the unscrupulous scoundrels who hang around the Exchange. A trap was carefully laid for him "not to risk a couple of thousand pounds and no more," but when the venture went "bang" as the colonial says—he found he was hopelessly sucked into the jaws of a partner. To-day (25th March) he was sold and left the rooms a damaged and penniless pauper.

Hundreds—thousands—have had similar experiences in mournful Melbourne. Yet, one of the marvels of the ever increasing city is the gusto with which "Arry and "Arry, notwithstanding troubous times—janevert upon their holidays, and never loth to study life under the sun—will go to the beach.

I accompanied 500 or 600 "Dava the Bay" in the favorite pastime steamer boat.

Once on the water "Arry is glorious with his arms about his dears." "Wary" coxes and warty men may a' giv' tappalcears'.

He kisses her o'er and o'er again and then when the hand strokes up they are ever ready to take it off again. In this way he has won her heart, for in this there is much innocent enjoyment and no gambling, as so often in the deplorable accompaniments of horse race or church bazaar.

Ordeation was Morpington—also "Snapper" port, about 30 miles from Melbourne and situated on the side of the bay from Queen'scliff. Not so grand, but not so bad. The City chiefly because there has been less borrowed money spent here. The pretty spot remains much as nature made it, albeit there are several decent hotels and stores, the owners of which seem to do a rattling trade by catering to the needs of "Arry and his sweetheart"—minister to the many honeymooners, several of whom I accompanied. I accompanied 500 or 600 "Dava the Bay" in the favorite pastime steamer boat.

Then there is the inevitable inferno, of which success is with "mekles to sell." This gentlewoman afterwards learned, was a graduate of Cambridge, and is the wife of 8 miles away from the coast. She is now the pretty young matron of a retired "Gentleman" who finds this excellent climate suits his health better than the Clyde.

But to me the most noticeable thing is still the absence of any attempt at cultivation of the land, though possibly my harping always on this point is only due to the fact that I am an old planter. It is true to this end, a majority of non-producers can expect to thrive by merely manipulating money and swindling each other out of it. Moreover, if I mistake not, the first pair colonists ever placed in a garden were directed to "dress it and keep it." No one in America seems to come from the pupils of whom I saw to do a rattling trade by catering to the needs of "Arry and his sweetheart"—minister to the many honeymooners, several of whom I accompanied. I accompanied 500 or 600 "Dava the Bay" in the favorite pastime steamer boat.

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But to me the most noticeable thing is still the absence of any attempt at cultivation of the land, though possibly my harping always on this point is only due to the fact that I am an old planter.

Microscopic research, however, has proved that the disease is not due to the presence of living parasites in the living membrane of the nose and esophagus tube.

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The British steamer *Hainan*, from Shanghai 30th June, and Amoy 31st, had fine weather throughout.

The British steamer *Mongku*, from Bangkok 31st June, and Koh-sichang 3rd June, had light easterly winds and fine weather to Pulo. Ob: themes to port light N.E. winds and fine, with occasional squalls.

The British steamer *Hainan*, from Foochow 6th June, Amoy 7th, and Swatow 8th, had calm and light airs and overcast and cloudy to Amoy. From Amoy to Swatow light S.W. winds and clear. S.E. breeze and clear. Steamer in Foochow, Hongkong, in Amoy—Visiting Hangchow, Diamond, Haining, Krim, Rio, and Jacob Diedericksen in dock—in Swatow—Chaochang, Paoting, Changchow, and Hainan.

The British steamer *Choyceung*, from Shanghai 30th May, Wuhs 4th June, and Swatow 8th, had very low barometer, 29.84. To Turnabout when it rose rapidly. From Woosung to Bellock harbour moderate to fresh S.W. winds and clear. Steamer in Woosung, Hongkong, in Amoy—Visiting Hangchow, Diamond, Haining, Krim, Rio, and Jacob Diedericksen in dock—in Swatow—Chaochang, Paoting, Changchow, and Hainan.

The British steamer *Choyceung*, from Shanghai 30th May, Wuhs 4th June, and Swatow 8th, had very low barometer, 29.84. Credit 60 days sight..... 3.33

GERMANY.—On demand..... 2.73
On demand..... 2.73
Bank Bills on demand..... 63
Credit 60 days sight..... 3.74

TELEGRAPHIC TRANSFER..... 2.00
Bank on demand..... 321
Bank on demand..... 221

ON CALCUTTA.—Bank on demand..... 7.14
Bank at sight..... 7.14
Private 30 days' sight..... 7.00
Subscriptions, Banks Drawing Bills..... 7.00

COMMERCIAL INTELLIGENCE.

CLOSING QUOTATIONS.

EXCHANGE.

London	2.92
Telegraphic Transfer	2.92
Bank Bills, on demand	2.92
Bank Bills, at 30 days' sight	2.92
Bank Bills, at 4 months' sight	2.92
Documentary Bills, 4 months' sight	2.92
PARIS.—Bank Bills, on demand	3.33
Credit 4 months' sight	3.45
GERMANY.—On demand	2.73
Bank Bills, on demand	63
Credit 60 days' sight	3.74
TELEGRAPHIC TRANSFER..... 2.00	
BANK ON CALCUTTA..... 321	
BANK ON CALCUTTA..... 221	
ON CALCUTTA.—Bank on demand..... 7.14	
Bank at sight..... 7.14	
Private 30 days' sight..... 7.00	
Subscriptions, Banks Drawing Bills..... 7.00	

JOINT STOCK SHARES.

PAID UP QUOTATIONS.

Bank	\$125
China, Japan, &c.	125
DC. Foundation	24
DC. Foundation	24
B. Shares	28.10
Fund, Shares	21
Brown & Co., H. G.	250
Campbell, Moore & Co.	215
China Supply	100
New Issues	100
Do. Do.	100
Unions Local 99 & Co.	100
Farm, Farm	100
Penwick & Co., Geo.	100
Green Island Cement	100
H. & K. Conant	125
H. & C. Baker	100
Hongkong Electric	100
Hongkong Telephone	100
H. H. T. Traubwein	100
H. K. & W. K. & Co.	100
Hongkong Telephone	100
H. & W. Doel	100
Austin Arms	100
Hongkong Hotel	100
No. New Issues	100
Do. Do.	100
Insurance	100
Canton	100
China Fin.	100
China Traders	100
China Trade	100
North China	100
Strata Fin.	100
Strata Marine	100
Union	100
Do. Do.	100
H. & L. Investors	100
Kowloon Land & E.	100
Hongkong Electric	100
Lamont Point Building	100
Lungh Sin Sugar	100
Mining	100
Malacca Gold	100
Charbonnages	100
Albion	100
Do (Preference)	100
Kants	100
Do	100
Taiwan	100
China Fin.	100
Douglas S.S. Co.	100
H. & C. & M.	100
China S. N. & Co.	100
China Search	100
W. C. White	100
G. J. FOXON	100
Shaw Brothers	100
OPUM.—Por. Finl. All allowances	100
This year's New Malwa 339	1
5 & 6 years' old Malwa 339	1
3 & 7 years' old Malwa 339	1
5 & 7 years' old Malwa 339	1
Patna (New).....	560
Patna (Old).....	High Nos. 355
Patna (New).....	Low Nos. 365
Reserve (New).....	835
Reserve (Old).....	845
HEAD OFFICE—HONGKONG.	100
COURT OF DIRECTORS.	100
CHARTERED MERCANTILE BANK OF INDIA, LONDON, & CHINA.	100
AUTHORISED CAPITAL.....	21,500,000
SUBSCRIBED.....	21,125,000
BANKERS	100
JOHN STONE BANK, LIMITED.	100
INTEREST allowed on Current Accounts at the rate of 3% per annum on the Daily balance.	100
ON FIXED DEPOSITS:—	100
For 12 months.....	5%
6	4%
3	3%
8	2%
JOHN STONE HUBBURN,	100
MANAGER, Hongkong.	100
THE NATIONAL BANK OF CHINA, LIMITED.	100
AUTHORIZED CAPITAL.....	21,000,000
SUBSCRIBED.....	2,500,000
HEAD OFFICE—HONGKONG.	100
COURT OF DIRECTORS.	100
CHARTERED MERCANTILE BANK OF INDIA, LONDON, & CHINA.	100
AUTHORISED CAPITAL.....	21,500,000
SUBSCRIBED.....	2,500,000
HEAD OFFICE—HONGKONG.	100
COURT OF DIRECTORS.	100
CHARTERED MERCANTILE BANK OF INDIA, LONDON, & CHINA.	100
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SUBSCRIBED.....	2,500,000
HEAD OFFICE—HONGKONG.	100
COURT OF DIRECTORS.	100
CH	

FOR SALE

FUGENS CICLOUQ CHAMPAGNE
per case 1 dozen \$22.
per case 3 " do " \$23.

E. BICCO & CIE
Globe Agents.
Hongkong, 12th April, 1898. [1207]

FOR SALE

C H A S. H E L D S I E C K & CO.
CHAMPAGNE, 1888, WHITE SEAL,
\$25 per case 1 dozen quarts.
\$25 per case of 2 dozen pints.
PAUL DOUBOIS & CO.
CLARET, CHATEAU LAROSSE,
\$15. per case of 1 dozen quarts.
PALMEE MARGAUX,
\$25. per case of 1 dozen quarts.
\$25. per case of 2 dozen pints.
LOOMONT,
\$1.75. per case of 1 dozen quarts.
\$6.75. per case of 2 dozen pints.
THE Company's Steamship

FOR SALE

C H A M P A G N E " M O N O P O L E "
REINSTECK & CO.

M O N O P O L E RED SEAL (medium dry).
Do " " " RED FOIL (dry).
Do " " " GOLD FOIL (dry).
Do " " " do (extra dry).

C A R L O W I T Z & C O.
Sole Agents for
HEINRICK & CO., BREMEN,
For Hongkong, China, and Japan.
Hongkong, 1st July, 1898. [1463]

FOR SALE

A M M U R P U R U Horizontal Sugar-Cane
Mill, the rollers are 16" in diameter by 56" long,
with a 25 H.P. N. Engine, Gearring and Boiler,
4-42" Water-tube Boiler, Driven by Engin, one Power
with a Double Drive, Engine, one Gearring, one
Locom. Boiler, Manual Fire, Excavator
all in splendid working order, 1-8 H.P. N.
Portable Boiler and Engine with enlarged
fire box for burning Wood or Coal.
Horizontal and Vertical Driving Engines,
Vertical Gearring, Gearwheel, Gearbox, Gearring
and Screw Cutting Lathes, various sizes.
Planing, Shaping, Slotting, Radial Drilling,
Drilling, Punching, and Shearing,
Plate Bending Machines, various sizes.
Steam Hammers, Screw Cutting Machines,
Pounding Beams, Taps and Dies, Forges,
Automatic Gearring, Gearwheel, Gearbox,
and Screw Cutting Lathes, various sizes.
Steam Steering Gear, Horizontal and
Vertical Steam Pumping and Gearring
Steam Pumping Gear, Steam Piping,
Steam Donkey Pumps, Doer and other kinds
of Force PUMPS, Overhead TRAVELLERS, Oral
WINDERS, WEST JACKS, Hand Power DRIVING
WHEELS, Hand Power PUMPS, etc.
W.H. STEAM ROLLER, Steel Wheel
CONDENSERS, Hand Power ROLL SHELLING
MACHINES, Hand Power Steel FLOOR MILLS,
and the complete plant of Powerful Laundry
MACHINES that formerly belonged to the
Bengkong Steam Laundry Co. A FIVE-PIECE
GUM 450 Gal. tank, Steel Sheet Copper
and fittings all complete and in perfect order.
The Frame and Dross are handsomely Nickel
plated.

For particulars apply to the Manager of the
Wanchai Machinery Godowns, No. 3 Cross
Lane, near No. 2 Police Station. Any Machines
not on hand can be ordered at once from
England on moderate terms.

Hongkong, 10th May, 1898. [1390]

M A I L TABLES are now Ready.

10 sets. and 20 sets.
Cash preferred.

Daily Press Office,
Hongkong, 24th January, 1893. [1248]

C U T L E R, PALMER & CO.

Shippers to CHINA for over half a Century
Established in EUROPE in 1815.

This ancient House consign to us
the well-known
4 STARS COGNAC,
superb quality.
Price \$17.50 per 1 dozen quarts.

The 3 STARS COGNAC,
about 3 years younger.
Price \$10.25 per 1 dozen quarts.

The 2 STARS COGNAC,
equal to Hennessy's,
Price \$8.25 per 1 dozen quarts.

"PALL MALL" WHISKY,
very old and high class. Each bottle bears
an individual label. The Whisky is
simply grand.
Price \$18.75 per 1 dozen quarts.

HEART BOTTLE SCOTCH
WHISKY,
moderate in price, excellent in quality, a great
favourite.
Price \$10.50 per 1 dozen quarts.

A. BRODIE & CO.'S SCOTCH
WHISKY,
in Large Bottles,
Price \$12.50 per dozen.

INVALIDS' PORT,
Analyzed and Certified by Professor Cassell.
Price \$11.75 per 1 dozen quarts.

S H E R R I E S,
AMOROSO,
Price \$15.75 per 1 dozen quarts.

LA TRAORE,
Price \$13.00 per 1 dozen quarts.

Pure and natural wine, a tonic.

WHITE SEAL SHERRY—Popular at the
Club.
dry, clear, and of good flavour.
Price \$15.75 per 1 dozen quarts.

C L A R E T S
in Qua. and Pts.
MOUTON,
Price \$21.50 per 1 dozen quarts.

LAROSE,
Price \$12.75 per 1 dozen quarts.

MAEGAU-MEDOC,
Price \$7.00 per 1 dozen quarts.

L I Q U E U R,
BENEDICTINE, D.O.M.,
Price \$20.00 per 1 dozen quarts.

C U T L E R, PALMER & CO.
Agents—SIEMSEN & CO.,
HONGKONG. [29]

W I N E & S P I R I T M E R C H A N T S,
Established London and Bordeaux in 1815.
Shippers over a century.
Apply to G. C. ANDREW, of Messrs.
JARDINE, MATTHESON & CO.,
Hongkong. [1237]

N O R T H F O R M O S A,
FOR THE MAI of NORTH
FOR FORMOSA, by J. W. PETERSON,
L. M. CO., Custom Service, New Europe,
Coloured. Price \$1.50. To be had at Duty
Post Office and the Booksellers.
Hongkong, 25th June, 1893. [1484]

NOTICE OF FIRM
GEORGE FENWICK AND COMPANY,
LIMITED.

N O T I C E is hereby given that during the
temporary absence of Mr. GEORGE
FENWICK from the Colony Mr. WILLIAM
G. WINTERBURN will Act as GENERAL
MANAGER of the Company.
By Order,
GEO. FENWICK,
General Manager,
Hongkong, 8th June, 1893. [1211]

VESSELS ON THE BERTH
OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI VIA AMOY.

(Taking Cargo and Passengers through routes
for Nanyang, China, Nanking, Tientsin,
Hankow, and Peiping on the Yangtze.)

THE Company's Steamship

"TEUCHE."

Captain Riley will be despatched as above on

WEDNESDAY, the 13th inst.

For Freight or Passengers apply to

BUTTERFIELD & SWINE,

Agents.

Hongkong, 10th June, 1893. [1209]

FOR SALE

C H A M P A G N E " M O N O P O L E "
REINSTECK & CO.

MONOPOLE RED SEAL (medium dry).

Do " " " RED FOIL (dry).

Do " " " GOLD FOIL (dry).

Do " " " do (extra dry).

C A R L O W I T Z & C O.

Sole Agents for
HEINRICK & CO., BREMEN.

For Hongkong, China, and Japan.

Hongkong, 1st July, 1898. [1463]

FOR SALE

N O R T H E R N P A C I F I C
S T E A M S H I P A N D R A I L W A Y
C O M P A N Y.

(SUBJECT TO ALTERATION)

VICTORIA, ... Saturday, ... June 17.

TACOMA, ... Tuesday, ... July 18.

MOUL, ... Tuesday, ... Aug. 8.

VICTORIA, ... Tuesday, ... Aug. 29.

TACOMA, ... Thursday, ... Sept. 28.

MOUL, ... Thursday, ... Oct. 19.

THE Steamship

"VICTORIA"

Captain J. Pantos, R.N.R., sailing at Noon, on

SATURDAY, the 17th June, will proceed to

VICTORIA, via TACOMA, via IN-

LAND SEA, FORT DADE, HONOLULU,

through TACOMA, via VICTORIA,

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MOUL, via TACOMA,

THE RUSSIAN ACQUISITION OF MANCHURIA.

Confidence has been placed in it by the fact of a P. or by the impulse of a nation. Power, a great thing, has been attained by the division; distribution of lands and little else; military conquests are familiar enough; and partition and dismemberment are no new things. But the record of that kind recorded in history pale before the record of Amur, who believed that a man's life is more valuable than a drop of blood split, without troops or guns, of any kind, or even the constabulary of glass beads and printed kerchiefs, for which savages have been wont to alienate their paternity. Whether the real merit of the deed belongs wholly to the man, or in the course in which it was concluded, or whether the other person be not entitled to a large share is the question, and by which the end was attained, kept out of my view. All that openly appears is that the Manchu officials of the Chinese Government, responsible for the conservation of the frontier, were induced by Russian agents to sanction the transfer of the districts of the Amur to a joint-ownership. Colonel Martynov, who was sent to the Amur in 1854, had to make his way through the ice, and had to make the long journey to Petropavlosk by land, skirting the Obukhovka to the north, not far from the Arctic Circle, and traversed mountainous regions without roads or inhabitants, and in ultra-Arctic cold. In spite of all obstacles, Colonel Martynov reached the Amur in May, 1858, embodying the virtual ownership of that territory. But what species of animal magnetism was employed on the occasion remains largely a matter of conjecture.

The Russian Empire could have justified all its rights and sacrifices that were necessary for its acquisition. What the man did was right and fought for, and fought in vain, in its own territory; what it chose to consider, and not perhaps wrongly, as vital to its material prosperity, was also essential to the prestige of Russia. Great Power—free access to the sea was a condition open to her in the Far East. Considering how the Russian empire has been hemmed in on all sides, with the exception of being bounded by mountains, forests, and barriers of perpetual ice—and how the freedom of her own harbours in the Baltic and Black Seas is only on the suffrage of friends or foes—it is hard to conceive how the gift of 60 miles of sea-coast, the freedom of the Pacific Ocean, and an open highway to the Orient, would infuse now life into the Russian Empire and people. The time is ripe, and somewhat suddenly and in advance of the pre-arrangement for its full utilisation; and unexpected, was this, that the Russians, though a little too slow to fully comprehend the situation, had placed them among the leaders of earth. For the acquisition of the Manchurian sea-board in its eastern extremity shifted the centre of gravity in the Russian Empire, and, as a consequence, the general centre of gravity of the whole political world. It had been, as it can scarcely be said to have been, before, a naval Power and committed to a new naval power which already bore substantial fruit. A naval Power was required to protect the new maritime dominions, and its sea offered all the accommodation necessary for the maintenance of a war fleet—from which two factors has been evolved the modern basis of the Russian Empire. The influence which this new development will exert on the position of Russia cannot yet be exactly ascertained. The Tsar of Vladivostok with a few thousand men behind him, behind the back of a country behind gradually being peopled, having free communication by rail with Western Russia, with commerce and agriculture increasing with rapid strides, may almost sit at self-support in the Orient, no means distant, future. When that time comes, when that day comes, it will cease to be a burden on the finances of our people, and become an independent base for offensive warfare.

All the circumstances, however, considered with the enormous rise of this new maritime power in Asia, the most instructive is that it is the result of a successful venture war—surely the very last resort contemplated by the "lucky man" who is credited with the promotion of that enterprise. It is moreover, the equal of any adventurous position previously given by Russia and actually upon; rather, it was the outcome of dire want and despair. The dead law of war of Russia in the Pacific, a natural reaction on the frequently observed in human affairs, was embodied by following tide of prosperity on which the sun gave now rises in triumph. The blindness of political projects, the futility of the most promising combinations, the shallowness of man's perceptions, when applied to concrete problems, are never so evident for the thousandth time, a full historical document.

On the outbreak of the war in 1854, Russia was responsible for a number of ill-conceived, ill-bound seafarers in the North Pacific, whose external needs were served by a small naval squadron, commanded by men, however, who knew how to do great things with inadequate means nearly as well as some of our English naval officers. Neither the warships nor the sailors in the Okhotsk and Behring Seas were capable of inflicting any appreciable damage, or of contributing a feather's weight to the Russian scale in the prosecution of the war. The ships were only too happy to elude the enemy by sailing under false colours, running in fog, or any other of the familiar "ruses" of naval warfare. No one, however, came to a quietus. The honour of the first victory was won in following the true maxim of war, and to cut off the enemy wherever he could be got at, and to inflict him all the damage possible. With whom landable purpose some of the idle ships on the China station were detached during the summer of 1854 for a reconnaissance of the Russian settlements of Novgorod. At the same time the French and English admirals were engaged in a general attack on the principal port of the Amur, Portopavlosk on the eastern coast of the peninsula of Kamchatka, which they delivered at the end of August. It is not a page of history which either of the two allies have reason to dwell upon with satisfaction, nor, perhaps, best written; but, in order to get the position, and the strategy of the Russians at that epoch, a passing reference to the circumstances must be made.

The settlement at Petropavlosk was insignificant; it was owned by a fort containing a small garrison, and in the harbour were several vessels of war, besides store-ships, &c. To have given up such a place, it will have seemed but an episode for the blundering dinner, according to the best traditions of the British navy. But, for reasons never fully explained, this was not done. The fort indeed was bombarded and silenced—mere child's play. Then a landing-party was sent with the ships to feel his way northwards. A whole month seems to have been consumed in effecting the passage of the Novgorod Strait. The navigation of the Amur delta was also little known; but, once inside the embouchure, the ships could be at least safe enough to anchor. The English officers were not so very far out in their calculations that they had the Russians in a trap so long as they could prevent them from sailing southwards out of the Gulf of Tartary. They were, however, too far out in their calculations, for the Chinese had got the wind of their movements, and had sent a force to intercept them. The English officers were ordered to commit their fate to the Amur, and were told that the Amur was the best river for them to follow, as it was the chief river of the basin, and the English officers were not so very far out in their calculations that they had the Russians in a trap so long as they could prevent them from sailing southwards out of the Gulf of Tartary. And, as the English had been taken by surprise, they were compelled to retreat, and to sail up the Amur, where they were soon overtaken by the Chinese. The English officers were not so very far out in their calculations that they had the Russians in a trap so long as they could prevent them from sailing southwards out of the Gulf of Tartary. 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